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The South.

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VOL. I. BALTIMORE, WEDNESDAY, OCTOBER 16, 1861. NO. 23.

WAR MOVEMENTS.

FROM WASHINGTON.

WASHINGTON, Oct. 15.—Yesterday afternoon a detachment of the 14th and 49th New York regiments, under Col. McQuade, made a reconnoissance two and a half miles from Falls Church, on the line of the Leesburg turnpike. They vainly endeavored to draw out a party of Confederates who were concealed in the woods. There was some sharp firing on both sides, but certainly without injury to any of our troops.

The Confederates this afternoon burnt the house of the widow Childs, situated about half-way between Falls Church and Lewinsville, to the right of the Leesburg Turnpike. A party of ten of the 14th regiment went thither to ascertain the cause of the conflagration, when they were surrounded by a largely superior force of Confederates, but by the prompt use of their rifles, killing two of the enemy, they safely escaped. The Confederates soon after advanced their pickets somewhat nearer to our lines. Protection has been promised to the estate by the administrator, who is in the Confederate army.

Mr. Barrett, the father of Mrs. Childs, has a fine residence in that vicinity, and it is apprehended the enemy will also destroy it, as he is known to be a Union man. He was from the State of New York.

From the observatory at Upton's Hill the Confederate pickets are clearly seen to the left of Fall's Church.

The gunboat Yankee arrived here this afternoon, and one of her officers reports that about noon to-day, the steamer Pocahontas, while proceeding down the Potomac, fired a few shots into the new work at Shipping Point, on the lower side of the Quantico, which had the effect of awakening the Confederate battery, which did not respond, but prepared its guns for the Seminole, which was but a short distance in the rear of the Pocahontas.

The officer of the Yankee was 6 or 8 miles distant, and witnessed the exchange of shots between the battery and the seminole, and through his glass distinctly saw the bursting of her shells. It is supposed that both the vessels, which were loaded with stores and ammunition, have gone on their way without further obstruction.

The following has been issued from the Headquarters of the Army as a special order:

Fifty-seven of the United States soldiers detained as prisoners in Richmond having been released on taking an oath not to bear arms against the States in rebellion, an equal number of the prisoners of war taken from those States now confined in Washington and New York harbor will be released on taking the prescribed oath of allegiance to the United States, or an oath not to engage in arms against the United States. Of those confined in this city the thirty-seven here named will be released as above:

[illegible] Hobbs, W. Lodin, R. G. Alford, D. [illegible] Fiqu[illegible], S. S. Green, David Porter, G. A. Thomas, Thomas Anderson, [illegible] C. Ferrill, J. A. Winfield, J. R. Payne, W. James, A. Bomanidier, P. Ward, W. A. Wilson, C. Lang, R. H. Boone, R. Walker, W. T. Thompson, W. Johnson, W. Burrows, J. N. McFall, George Barker, J. Colvin, J. O'Brien, S. Garitt, L. Rieck, W. A. Barron, J. H. Gramlin, J. Leadbeater, A. J. Smith, J. F. Grayson, R. Pinkney, W. J. N. Barton, George Larabee, J. T. Elliott, George Miller.

Colonel Loomis, commanding at Fort Columbus, will, in connection with Lieut. Col. Burke, select twenty from among the prisoners of war under their charge to make up the number indicated. The prisoners to be released will be sent by the first opportunity to Fort Monroe, and thence under a flag of truce through the United States lines.

THE BATTLE OF GREENBRIER.

The Richmond *Examiner* contains the official report of General Jackson, giving a detailed account of the attack made on the 3d instant by the Federal forces upon the position of the Confederates. After giving the positions occupied, as well as a description of the firing on both sides up to the time of the retreat, he says of the Federal troops:—

Distinctly could their officers be heard, with words of mingled command, remonstrance and entreaty, attempting to rally their battalions into line and to bring them to the charge; but they could not be induced to re-form their broken ranks, nor to emerge from the cover of the woods in the direction of our fire. Rapidly, and in disorder, they returned into the turnpike, and soon thereafter the entire force of the enemy—artillery, infantry and cavalry—retreated in confusion along the road and adjacent fields, leaving behind them, at different points, numbers of their killed, guns, knapsacks, canteens, etc., etc. Among other trophies taken were a stand of United States colors, which are held subject to the order of the commanding General.

This engagement lasted from seven in the morning to half-past two in the afternoon, at which time the enemy, who had come with artillery to bombard and demoralize us, with infantry to storm our camp, with cavalry to rout and destroy us, and with four days' cooked rations in his haversacks, to prosecute a rapid march either towards Staunton or towards Huntersville, was in precipitate retreat back to his Cheat Mountain fastness. And it is certainly a matter not unworthy of mention, that while his first insolent advances were received with defiant cheers, running from one end to the other of our line, he was permitted to take his departure under the simple reports of our pieces, firing upon him so long as he continued within their range. The relative weakness of our forces, and the entire absence of cavalry, prevented our pursuing him, and thereby realizing legitimate fruits of our triumph.

His loss in killed and wounded is estimated at from two hundred and fifty to three hundred, among them an officer of superior rank. Our own, I am happy to say, was very inconsiderable, not exceeding fifty in all. This most gratifying result is to be attributed, in a great degree, to the remarkable coolness of regimental and company officers, who never seemed for a moment to lose their presence of mind—never allowed their men unnecessarily to expose themselves, and profited by every advantage of ground and position to shelter them from danger.

☞ In Russia, monks and bishops cannot marry, but simple priests may. A priest, however, when his wife dies, must not marry a second time; and hence the Russian proverb, "Happy as a priest's wife."

☞ There is an immense crop of chestnuts this year. In Connecticut $2 per bushel is asked for them, but those who interest themselves in the matter say they will be down to $1.

THE CHARGES AGAINST GENERAL FREMONT.

The Boston *Advertiser* gives the following extracts from a private letter, dated St. Louis, Oct. 8th:

There never was a more senseless outcry than that recently raised against Gen. Fremont. He has done all that human energy could accomplish under circumstances of the utmost difficulty and embarrassment. I have had good opportunity of knowing the facts of the case. When he took the head of the Western Department, he found it in miserable condition. Those who are now most busily assaulting him, had held the direction of affairs for some months previous, and had managed things with such majestic skill that we had, for the defence and redemption of a disloyal State, neither arms, nor ammunition, nor men. There were nine or ten thousand three-months' troops, near the end of their term, discontented and restless, impatiently waiting to be mustered out of service. The greater part of these were the German Home Guards, who had become (unjustly, it is true, but actually) so obnoxious to the people of this city and State, that their employment on any duty was one of the "irritating causes" most frequently alleged.

There were not more than five thousand troops who could be depended upon for the campaign! Of these, a part were with General Lyon, who was at a post of great danger, to which all eyes were begining to be directed. He had less than six thousand men, of whom more than half were "three-months" men, and McCulloch and Price were coming against him with twenty-three thousand. Then came the cry for reinforcements, but Gen. Fremont had none to send. He found none here ready to his hand, and there had yet been no time to create them. Bird's point, Pilot-knob, and St. Louis itself, were all in danger, and every man was required for their defense. That Lyon was left in such fearful strait, was not Fremont's fault, but the fault of those who preceded him. That the enemy gained no fruits of their nominal victory, was the result of Fremont's wonderful energy. Before they had recovered themselves from the confusion of battle, every important point was strengthened beyond their power of attack. An army seemed to spring from the ground. Arms and ammunition, cannon and military stores, were obtained from every direction, and by the end of three weeks, not only was St. Louis safe, but the entire control of the State, had become, as it now is, only a question of time. Ever since then, Secession has been hiding its head in this city more and more, and the cause of loyalty has steadily gained strength.

The great merit of Fremont has been that he has understood his position from the first. He was the first to apprehend the magnitude of the work to be done—real strength of the enemy to be resisted. It is reported of Frank Blair (to whom also this State owes a debt of gratitude for bold and manly service in her time of greatest danger), that he has said "he could have held the State with ten thousand men." If he really said so it was an egregious error, and, if he or any one else led the President and Cabinet into such an opinion, the slackness of the administration in meeting the Western demands can easily be explained. It was an absolutely mistaken estimate. It was the cry of "peace, when there was no peace." It attributed to the Union cause a strength which it has never possessed in Missouri since the struggle began. At first we made a fair show of loyalty, but it was loyalty with conditions. In our Convention (which showed 70 to 30 for the Union) only four voted against the conditional clause!—Our Unionism was, "give us all we want and we will do as we please." Accordingly, as events progressed, every excuse for disloyalty was greedily availed of.

The refusal to abandon Fort Sumter; the President's Proclamation: the "arming of the Dutch;" the taking of Camp Jackson; the removal of Gen. Harney; the refusal of Gen. Lyon to treat with (surrender to) Gov. Jackson; the taking of Jefferson City; the suppression of the Secession newspaper; the evasion of the habeas corpus act, and, remember, all of these "irritating causes" happened *before* Gen. Fremont came into power, these and other like excuses are now eagerly pleaded as the explanations of the change in Missouri. There never was any change at all, except on the surface. There has been no time, since the fall of Sumter, when the *reliable Union men* of Missouri, the straight-out Loyalists, would have numbered one-fifth of the population. Such causes as the above named might develop, but could not create, the disease of Secession. The whole progress of affairs has showed that the majority of the State was ready to follow the lead of Jackson and Reynolds, and when Gen. Price said that he only wished to give the people an opportunity to choose, North or South, he did not "reckon without his host."

As a Slave State, settled chiefly from the South, this would have been its natural, but its suicidal choice. The moment, therefore, that the conflict was fairly begun, which was at Camp Jackson, it was the part of wisdom to look it in the face and prepare for it, as for a struggle of life and death. A large army should have been immediately brought into Missouri and resistance made impracticable. This was not done, but instead of it a system of weak, inconsistent measures was adopted. "A few thousand men sent here and the work." "Let Home Guards be armed in the principal towns, and the State will be safe."—And so it went from bad to worse. The heroic Lyon undertook to effect, with less than ten thousand men, what would have been a hard work for fifty thousand, the control of the State. Everywhere he found himself marching through a hostile country. A few loyal men welcomed him. *A very few* joined him. But while Price's army increased like a rolling snow-ball, and men joined his ranks armed with shot-guns, pistols, scythes—anything, so eager were they to fight, Lyon's army dwindled day by day. It must be recruited from St. Louis, if at all. Ought we to be surprised at the result?

The truth is, that with very few exceptions, in no part of Missouri have the Union men been numerous or bold enough to defend their own houses, much less their country's cause, from the vigorous attacks of the Confederates. They have everywhere needed and waited for extraneous help, and are doing so now.

Hold Missouri with 10,000 men! It would have been as easy to hold Virginia with that number, or Tennessee. If we can hold her with 100,000, after a year's hard struggle, we may account ourselves blessed. Popular opinion needs to be first changed, and a new direction of thought as to popular institutions must be first given. This will come, but not through a feeble policy, nor by temporizing measures.

Now, I repeat to you, and wish you to make a note of it, that from the first day of his arrival, Fremont understood his position. He comprehended his work, and made his plans accordingly. His estimate of troops for the Western Department was 120,000. He caused barracks to be built for 20,000 men, as a camp of instruction. He saw that St. Louis itself was not safe, and began a system of earthwork fortifications, admirably built and now nearly completed, by which the city would could be defended from any force that might, under any circumstances, be brought against it.

He encouraged the systematic organization of Union men in the city and State, so that the reliable Union strength has been daily increasing, and the boldness of Secession diminished; and St. Louis can now take care of itself. He boldly anticipated the principle—which must become the rule of the war—that loyal men and loyal States shall be defended in all their constitutional rights, but the treason and rebellion work forfeiture to all rights and possessions. He has been but imperfectly sustained. His troops have been ordered away by fives and tens of thousands, and his hands crippled by all manner of opposition. Yet he has succeeded in getting together an army, amounting in all to near 50,000 men, tolerably well armed and equipped, with cavalry and artillery and engineer corps, all in fair condition, with a part of which he has taken the field in hope of bringing the Confederates to a trial of strength. He has not had the opportunity of carrying his plans fully out, and the threat of removal has for a month past been hanging over his head. But he has accomplished an immense work, and if he were superseded now, would leave things in a condition to enable his successor, if properly sustained at Washington, to finish what he has begun.

If you could have seen, as I did, the effect of the rumor that he had been ordered to Washington, and how the secessionists rejoiced over it, you would see the danger of such an experiment at this time. His army would have required weeks or months to recover the shock. I ask only that justice should be done him. He is scarcely known to me by sight. But I thank him for the feeling of safety which my family and myself now enjoy, and for the confident hope he has given that Missouri cannot now, by the madness of the hour, be betrayed into the fatal folly of secession. In such a case, I believe in a little coercion; the moral suasion of the world must. Missouri, once lost, would be a much greater loss to the Union than Virginia, and much harder to be recovered again.

You wished for my opinion concerning Fremont, and here it is. It is an honest conviction, frankly expressed. I have been here throughout the whole conflict, thus far, and am the personal friend of many of his opponents; but the truth should be spoken. I have said nothing but what I know, and a great deal more remains to be said, if you think this is not enough.

P. S.—Since writing the above I have read Mr. Blair's "charges" against Fremont. They look badly, but wait until they are investigated, before you decide. I can myself answer two-thirds of them, and of the remainder have no means of knowing anything. Time will show. It is not easy for a Commander-in-Chief to defend himself, for by so doing he may make known many things that ought not to be public. Rely upon it, when everything is know, the blame for the *failures* alleged will not rest on Fremont.

Factory Children in England.

Even the partial regulation for protection of young children against the extortion of labor in print works does not extend to the lace trade, and to many other trades. These children become workers at any age between four and eight; up with the sun and never in bed before ten o'clock: bred with no sense of the love of parents that comes of the right use of a parent's influence and power; denied all recreation, even the natural stir of their limbs as they go through their long monotony of toil, want of all that belongs to childhood.

A lace-runner, who had worked at the trade for twenty-one years, and had the weak sight, the pains and the debility that come of a calling so pursued, said that after five or six years of the work, eyesight was commonly much injured.—"Girls," she said, "begin about six or seven years, some as early as five or six; the hours depend greatly on the mistress; some work from eight in the morning to ten at night; these are the common hours in Nottingham. The mistresses who employ children often work them very hard; has known children kept at it from six in the morning until ten at night, sometimes not going out of the room, but eating their meals as they sat at work."

"A man who employs many girls in Cheoville street, used to sit in the room with his cane, and not allow any one to speak or look off if he could help. After sitting some time at the lace-work the fingers get stiff and in cold weather are benumbed for want of circulation; this would cause the work to go on slowly, and then the children were beaten; has known children to drop and faint at work; many go off in consumption; many cannot earn more than half penny an hour.

A woman who was employing about forty hands as cheveners, each women having two, or four, or ten, or twenty children under her, estimated the worth of a child's labor at about eighteen pence a week. She said: "Chevening causes a short-sightedness; it also makes the eyes weak. Children, when they begin, are sometimes, but very rarely, obliged to use spectacles. They are generally very delicate in health, and often sick and ill. They are not allowed to talk at work.—Finds that the children become very tired toward the evening; they are partly asleep for hours before they leave off. The younger they are the more tired they become. To keep them to their work has heard that mistresses are obliged to give a cuff to one and the cane to another. Does not think it would be possible to get their children to work twelve or fourteen hours a day without the cane. These children have no time to go to school in the week days; they have no time to get exercise or recreation; they go from bed to work, and from work to bed. Should think they would be stupefied on Sunday, and not likely to learn much at a school."

"We look," says Mr. Senior, whose new book on Popular Education furnishes all the facts, to which we are now calling attention. "We look with shame and indignation at the pictures of American slavery; but I firmly believe that the children on the worst-managed plantations are less over-worked, less tortured, better fed, and quite as well instructed, as the unhappy infants whose early and long continued labor occasions the fabulous cheapness of our hardware and our lace, and whose wages feel the intemperance of their parents."—*All the Year R*[illegible]

COST OF CARRYING COTTON IN INDIA.

[*From the Friend of India.*]

We have been so blinded, since the secession of the Southern States of America, by clouds of complaints and reports, of facts and figures, regarding Indian cotton, that we hail with satisfaction the resolution of the Government of India to intrust to a competent authority in each Presidency the publication of a hand-book of information regarding Indian cotton, compiled from every available source, whether Indian records, Parliamentary blue books, scientific transactions, or independent works on the subject. At present the only trustworthy books to which the public can refer for information are the reports of the Select Committee of 1838, and the volumes of Mr. Alexander Mackay and Mr. John Chapman, issued ten years ago.

The discussions of the past six months have ended, as they began, in the unanimous opinion that the export of sufficient cotton from India is merely a matter of price, and that price is largely a question of roads. When a pound of cotton fetches as much in Calcutta as it would in Liverpool, there is no inducement to send it home.—The question to be determined is, whether we shall wait till Manchester is compelled by dire necessity to give us a higher price, or set to work to reduce the cost of production and conveyance to port and improve the quality. The former remedy is indefinite. The latter is so much in our own hands that it at once recommends itself as the one which should be adopted. Could a reduction be effected in the price at which cotton can be laid down in England, an immediate and incalculable impetus would be imparted to the export. A large quantity of even such cotton as we are now sending would be a benefit to the manufacturers of Manchester, as well as to the producer and exporter here. To raise a better quality of the article would certainly be desirable, but this is an end that cannot be attained in a day. It will be many years before there are sufficient European planters in India to give a new name to Indian cotton, and it may be many before the natives will adopt any other system of cultivation and preparation of the staple than that which has been handed down from generation to generation, even though Lord Ellenborough's chimerical scheme were adopted.

If the most effectual method of increasing the trade is to reduce the cost of carriage from the cotton growing provinces, we must agree as to the cheapest mode of transport, and then consider how that may soonest be rendered available. However valuable railways may be as channels for the rapid conveyance of goods from one place to another, they will never absorb one-tenth of the traffic which the cotton-trade must create. At present their rates are too high. Cotton is carried on the East Indian line for 1½d. per ton per mile, on the Great Indian Peninsula line for 1½d., and on the Madras [illegible] But Mr. [illegible] stated in the House of Commons that he hoped the railways would not charge more than one-third of a penny per ton per mile on cotton making its way to the seaboard. Whatever be the cost, however, at which the railway can carry cotton, it is evident that for long distances railway carriage is too expensive and that some other mode of conveyance must be looked for. The present native mode of land carriage is out of the question. The only other mode of conveyance and the one best suited for this country, is water.

Railways may supersede the existing modes of land transport, and create a new traffic in goods and passengers wherever they permeate, particularly in localities to which water communication does not extend, but they must not be expected to supersede the use of rivers and canals. India is said to be like America in many of its physical aspects. If we wish to make India resemble her still more by becoming in turn the great cotton supplier of England, we must study the means by which America has attained to her present position. We find, from Captain Haig's letter to the Secretary of State, dated September, 1859, when on one hand the least suspicion of the events which have since transpired in the country, that most of the traffic of America is carried on by means of the large and numerous rivers, and at prices with which the cheap railways cannot compete. This is especially the case with cotton. The rates at which goods are carried on American rivers are so low that she possesses in this respect an immeasurable advantage over India. On the Lower Mississippi the rates are 1-7d. to ¼d. per ton per mile; on the Upper Mississippi, 1-3d. to 7-10d.; on the Ohio, 1-5d. to 1-3d.; on the Missouri, 4-5d. to 1 1-10d.; on the St. Lawrence, 2-5d. to 3-4d.; and on the Hudson, 1-3d. The rates on Indian rivers vary from 2½d. to 3d. per ton per mile. Captain Haig, who is so enthusiastic on the navigation of the Godavery, estimates the rate at ½d. to ¾d. per ton per mile.

Supposing it to cost at first ¾d. per ton to send cotton from Hinginghat, on the Godavery, to Coringa, a distance of 440 miles, the total expense will be about £1 7s. 6d. The cost of sending cotton to Calcutta from Jubbulpore via Mirzapore, which is a distance of 440 miles by land and 700 by river, is stated to be not less than £11 per ton. The difference between the two is so great as to be almost incredible. The whole of the northern bank of the river is now in our territory, and all toll and transit duties have been abolished. The cotton capabilities of Berar are so enormous, and its proximity to East Coast is so tempting, that the Bombay Railway from Nagpore to Oomrawuttee will not suffice to take one-half of the produce, even if it can carry cotton for 500 miles as cheaply as the native boat for 1500. The best cotton, we are told in Mr. Stanbrough's letter recently published by Government, is on the banks of the Wurdah, a tributary of the Godavery.

We do not believe now, any more than we have ever done, that any engineering will remove the rocks which impede the navigation of the Godavery so as to permit steamers to ascend its upper waters. But native boats find these rocks no impediment, and Captain Haig may succeed in opening the river to steamers by cutting his sixty miles of canal parallel with the most difficult parts of the channel. The Ohio river at Louisville is obstructed by rocks somewhat resembling those of the Godavery. Water communition was urgently wanted. A company was formed, and a lateral canal cut along the obstructed part at a cost of a million of dollars. In twelve years the whole capital was returned besides interest. Sir W. Denison, who has just returned from visiting the spot, should once for all settle this vexed Godavery question.

Having by a wise policy now secured extensive trunk lines of railway, which are as much a political necessity as a commercial boon, and having spent or pledged ourselves to spend more than fifty millions sterling of English capital upon them, it is time to devote all our attention to these smaller and less imposing projects of canals, locks, tramways and roads both as feeders to the railways and as means of transit where no railways exist. For this purpose there are road and ferry funds and 1 per cent. cesses in every district of India, which have hitherto been wasted or misapplied by each district officer or committee according to their own fancy. For the first time the Lieutenant Governor of Bengal collected these funds and applied them on a system, supplementing them by State grants.

This should be done throughout India, and every district officer should be made to feel that, to stand well at headquarters, he must be as zealous in opening up communications which will create revenue as in collecting revenue already made.—We hope little from our Public Works Department, which Mr. Smollett, a retired civilian, lately described in the House as "the most expensive, the most corrupt and the most profligate in the world." We do not go so far, but none are more ready than the Department itself to admit that, for little works such as every square mile of India now wants and private enterprise supplies in England, the "P. W. D." is hopelessly useless."

ELECTION NOTICE.

SHERIFF'S OFFICE,
BALTIMORE, Oct. 12, 1861.

Notice is hereby given to the Judges of Election, and the Voters of the City of Baltimore, that an election will be held in said city on the FIRST WEDNESDAY OF NOVEMBER NEXT, the sixth day of the month, for

Governor of the State.
Comptroller of the Treasury.
Ten Delegates to the Legislature.
Judge of Court of Appeals.
Judge of Superior Court of Baltimore City.
Judge of Court Common Pleas of Baltimore City.
Judge of Criminal Court of Baltimore City.
Clerk of Court of Common Pleas of Baltimore City.
Clerk of City Circuit Court.
Surveyor for Baltimore City.
Commissioner of Public Works.
Two Sheriffs.
Two Justices of the Peace, for the First, Second and Tenth Wards, and one Justice for each of the remaining seventeen Wards of the city.
Four Constables for the First and Tenth Wards, and two Constables for each of the remaining eighteen Wards of the city.

The election to be held at such places as designated by the Judges of Election, in and for Baltimore City, appointed for each Precinct in compliance with the laws regulating elections in Baltimore City. The Polls will be kept open on the above named day, from 8 o'clock A. M. until 5 o'clock P. M., as prescribed by law.

GEORGE H. DUTTON,
Sheriff of Baltimore City.
o14 2tawtE

FURNITURE FOR SALE AND HOUSE TO RENT.—Any one contemplating housekeeping, and would like to get a well furnished and convenient house, can do so by addressing J. A. THOMAS, "South Office." The furniture is nearly new and will not be sacrificed. Any one wanting it or part of it, need not apply, expecting to buy at ruinous rates—as there will be but a reasonable reduction made on first cost. The house rents for $12, and is in good condition—good as new—about 10 minutes walk from Centre market. o12 tf

TO THE LADIES OF BALTIMORE.

Mrs. M. A. HAMILTON,

WILL OPEN AN ELEGANT ASSORTMENT OF

FRENCH MILLINERY, at her residence,
No. 61 N. CHARLES STREET,
On SATURDAY, AT 10 O'CLOCK, A. M.,
To which she calls the attention of those desirous of purchasing a *Handsome* HAT.

CITY COMMISSIONERS OFFICE,
BALTIMORE, October 10th, 1861.

SEALED PROPOSALS will be received at this office for the REPAIRING OF THE BREACH on Harford Tunnel, on South Canal street.

Specifications of the manner of doing the work can be seen at this office.

The work will be awarded to the LOWEST responsible bidder.

The proposals will be opened on THURSDAY, 17th inst., at 12 M., in the presence of the Mayor, Register, Comptroller, and any others that may desire to attend. By order,

D. C. SMITH, Clerk.
oc 11 7t

FOR BREMEN—The fine fast sailing A 1 Bremen ship HERMANN, Captain F. Kuhlmann, will have quick despatch for the above port. For freight of small stowage, and passage, having superior accommodations, apply to the Captain on board, Corner's wharf, F. P., or to

BROTHERS BONINGER.
No. 29 South Charles st., up stairs.
oc 11

ADVANCES ON CONSIGNMENTS TO
ZIMMERMANN, FAIR & CO.,
MONTEVIDEO AND BUENOS AYRES,
Made by C. MORTON STEWART.
No. 52 South Gay street.
oc 5-1m

ADVANCES ON CONSIGNMENTS TO
JOHN FAIR & CO., LONDON, made by
C. MORTON STEWART,
No. 52 South Gay st.
oc 5-1m

E. WHITMAN & CO.,
No. 62 EXCHANGE PLACE, BALTIMORE, MD.
Manufacturers of

Horsepowers,	Straw Cutters,	Wheat Drills,
Thrashers,	Corn Stalk Cutters,	Lime Spreaders,
Wheat Fans,	Corn Shellers	Wheel Barrows,
Corn and Cob Mills,	Ploughs,	Canal Barrows,
Hay Presses,	Cultivators,	
Clod Crushers,	Cotton Planters,	

Also, dealers in Spades, Shovels, Rakes, Hay and Manure Forks, Horticultural Tools of every description, Field and Garden Seeds, Guano, &c. oc 21 tf

P. MALCOM & CO.,
GRAIN, FLOUR AND COMMISSION MERCHANTS,
IMPORTERS OF AND DEALERS IN GUANO
WAREHOUSES, WOOD STREET, BOWLY'S WHARF,
Opposite Corn Exchange, Baltimore.

NORTHERN CENTRAL RAILWAY.

SUPERINTENDENT'S OFFICE,
CALVERT STATION, BALTIMORE, May 18, 1861.

The trains on the
NORTHERN CENTRAL RAILWAY
Arrive and depart, until further notice, from
CALVERT STATION AS FOLLOWS
TRAINS NORTH.

Mail at 8 15 A. M.
Express at 4 35 P. M.
Harrisburg Accommodation at 8 15 P. M.

The 8 15 A. M. train connects at the Relay House with trains on the Western Maryland Railroad, at Hanover Junction with Hanover and Gettysburg Railroads, at York with York and Wrightsville Railroad, at Harrisburg with Pennsylvania Railroad for all parts of the West, also with Lebanon Valley Railroad to NEW YORK DIRECT, at Northumberland with L. & B. Railroad for Kingston and all parts of Wyoming Valley; at Sunbury with Philadelphia and Erie Railroad for all parts of Northern Pennsylvania and New York.

The 4 35 P. M. train makes all the above connections except Hanover Railroad, Wrightsville Railroad, and the Lebanon Valley Railroad. The 8 15 P. M. train makes connections with the Pennsylvania Railroad for all parts of the West, and direct connections with New York.

TRAINS ARRIVE.

Mail at 5 10 P. M.
Express at 7 45 A. M.
Harrisburg Accommodation at 2 45 P. M.

For TICKETS and information, apply at the TICKET OFFICE, Calvert Station, N. E. corner of Calvert and Franklin streets, Baltimore.

JAS. C. CLARKE, Superintendent.
se 23

PHILADELPHIA WILMINGTON AND BALTIMORE RAILROAD.
SUMMER ARRANGEMENT.

On and after MONDAY, August 19th, Passenger Trains for Philadelphia will leave PRESIDENT STREET DEPOT daily (except Sunday) as follows, viz:

EXPRESS TRAIN at 8 30 A. M., WAY MAIL at 10 15 A. M.; EVENING MAIL at 4 45 P. M.

ON SUNDAYS at 4 45 P. M. only. All trains connect with New York Trains except 4.45 P. M., on S[illegible]days.

A Freight Train, with Passenger Car [illegible]ed, leaves at 5 00 P. M., stopping at all Stations between [illegible]re and Havre de Grace.

NOTICE.—All colored persons, whether [illegible] or free, will be required to bring some responsible white person, personally known to the undersigned, who will be willing to sign a bond to the Company before they will be taken over any portion of the road.

WM. CRAWFORD, Agent.
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FOR SASSAFRAS RIVER,
AS HIGH UP AS GEORGETOWN, GALENA LANDING.—The Steamer CECIL leaves Light street wharf, between Camden and Barre streets, every TUESDAY, THURSDAY and SATURDAY MORNING, at 9½ o'clock, stopping at Turner's Creek and landings on the River. Returning, leaves Georgetown every MONDAY, WEDNESDAY and FRIDAY MORNING at 9 o'clock, for Baltimore.

Passage $1. Freight prepaid.

WM. T. [illegible], Captain.
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